Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—159 per cent premium, sellers.
Union Insurance Society of Canton—$87½ per share, sellers.
China Traders' Insurance Company—$68 per share, buyers.
North China Insurance—Tls. 285 per share, buyers.
Canton Insurance Company, Limited—$74 per share, sellers.
Yangtsze Insurance Association—Tls. 100 per share, sellers.
Chinese Insurance Company—$170 per share, sellers.
On Tai Insurance Company, Limited—Tls. 15 per share.
Hongkong Fire Insurance Company—$322½ per share, sellers.
China Fire Insurance Company—$73 per share, buyers.
Hongkong and Whampoa Dock Company, 32 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co—$206 per share, sellers.
China and Manila Steam Ship Company—62½ per share, buyers.
Hongkong Gas Company—$135 per share.
Hongkong Hotel Company,—$175 per share, sellers.
Indo-China Steam Navigation Company, Limited—12 per cent. dis., sellers.
Douglas Steamship Company—$53 per share, buyers.
China Sugar Refining Company, Limited—$155 per share, sales and buyers.
Luzon Sugar Refining Company, Limited—$49 per share, sellers.
Hongkong Ice Company—$67 per share, sellers.
Hongkong and China Bakery Company, Limited, —$85 per share.
A. S. Watson & Co., Limited—86 per cent. premium, ex. div., buyers.
Chinese Imperial Loan of 1884 A—2 per cent. premium.
Chinese Imperial Loan of 1884 B—8 per cent. premium.
Chinese Imperial Loan of 1884 C—10 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—12 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—$55 per share, buyers.
Perak Tin Mining and Smelting Company—$20 per share.
Panjom and Sungkie Dua Samantan Mining Co. —$10½ per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—64 per cent. premium, sellers.
Tonquin Coal Mining Co.—25 per cent. premium, buyers.

EXCHANGE.

On London, T. T. 2/11⅞
On London, 60 days' sight 3/0
On London, 4 months' sight 3/0⅛
On London, at 4 months' sight 3/0⅛
On London, at 6 months' .....
On Paris 3/0⅛
On Paris .....
On Germany 3.79
On Germany, 4 months' sight 3.86
On Calcutta, T. T. 223
On Calcutta 223½
On Bombay .....
On Bombay 72⅞
On Bombay, Private, 4 months' sight 72⅞

OPIUM MARKET.—THIS DAY.

Malwa, Patna, per picul $520/70
(Allowance, Taels 64).
OLD MALWA .....per picul $580
(Allowance, Taels 64).
NEW PATNA, (without choice) per chest $465
NEW PATNA (first choice) per chest $467½
NEW PATNA, (bottom) per chest $476½
NEW PATNA, (second choice) per chest...$462½
NEW BENARES, (without choice) per chest $458½
NEW BENARES, (bottom) per chest $467½
NEW PERSIAN (best quality) per picul $640
OLD PERSIAN (best quality) per picul $600
OLD PERSIAN (second quality) per picul. $555 to $570

CHINA COAST METEOROLOGICAL REGISTER.

3rd June, 1888.—At 4 p.m.

STATION.	Barometer reduced to 32° Fah.	Temperature in Fah.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	.....	...	...	...	...	...	...
Tokio	29.53	...	...	NE	4	...	...
Nagasaki	.....	...	...	...	...	...	...
Shanghai	29.83	68	73	SSW	2	c	...
Amoy	.....	...	...	...	...	...	...
Hongkong	29.86	65	64	NE	4	o	0.37
Haiphong	29.89	78	80	WNW	2	o	...
Bolinao	29.81	91	67	S	1	b	0.26
Manila	.....	...	...	...	...	...	...

4th June, 1888.—At 10 a.m.

STATION.	Barometer reduced to 32° Fah.	Temperature in Fah.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	.....	...	...	...	...	...	...
Tokio	.....	...	...	...	...	...	...
Nagasaki	.....	...	...	...	...	...	...
Shanghai	29.83	68	73	SSW	2	c	...
Amoy	.....	...	...	...	...	...	...
Hongkong	29.86	65	64	NE	4	o	0.37
Haiphong	29.89	78	80	WNW	2	o	...
Bolinao	29.81	91	67	S	1	b	0.26
Manila	.....	...	...	...	...	...	...

The barometer has risen along the coast and fallen slightly in Luzon. Gradients are slight for north winds. Cloudy, cool and rather dry weather prevails, but it is hot in Luzon.

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to 32 points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, b Blue sky, c Detached clouds, d Drizzling rain, f Fog, g Gloomy, h Hail, l Lightning, o Overcast, p Passing showers, q Squally, r Rain, s Snow, t Thunder, v Visibility, w Dew wet). 7—Rain in inches, tenths and hundredths.

W. DOBBIE.

Hongkong Observatory, 4th June, 1888.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER)

TO-DAY.

Barometer—9 A.M.	29.90
Barometer—1 P.M.	29.87
Barometer—4 P.M.	29.85
Thermometer—9 A.M.	78
Thermometer—1 P.M.	78
Thermometer—4 P.M.	77
Thermometer—9 A.M. (Wet bulb)	70
Thermometer—1 P.M. (Wet bulb)	72
Thermometer—4 P.M. (Wet bulb)	72
Thermometer—Maximum	78
Thermometer—Minimum	70

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Saghalien*, with the next French mail, left Saigon at 8 a.m., on the 4th instant, and may be expected here on or about the 7th.

THE AMERICAN MAIL.

The O. & O. S. S. Co.'s steamer *Belgic*, with mails from San Francisco to the 12th ultimo, left Yokohama for this port on the 31st, and is due here on the 6th instant.

THE CANADIAN MAIL.

The Canadian Pacific steamer *Abyssinia*, with the next Canadian mail, left Vancouver on the 19th ultimo, and is due here on or about the 28th instant.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s regular fortnightly steamer *Venetia*, from Bombay, left Singapore on the 30th ultimo, at 1 p.m., and is expected here on the 5th instant.

The German steamer *Bellona*, from Hamburg, left Singapore on the 31st ultimo, and is expected here on the 6th instant.

The Austro-Hungarian Lloyd's S. N. Co.'s steamer *Melpomene*, from Trieste, left Singapore on the 31st ultimo, and in due here on the 6th instant.

The 'Union' line steamer *Stanmore*, from Hamburg, left Singapore on the 31st ultimo, and may be expected to arrive on the 6th instant.

The 'Glen' line steamer *Glencoe*, from London, left Singapore on the 31st ultimo, and is expected here on the 6th instant.

The Indo-China S. N. Co.'s steamer *Choysang*, from Antwerp and London, left Singapore on the 1st instant, and is due here on the 7th.

Shipping.

ARRIVALS.

LI KIN, Chinese gunboat, 550, H. Barnes, 2nd June,—Newcastle on Tyne 25th March.
CHUEN TIAO, Chinese gunboat, 800, Wyles, 2nd June,—Newcastle on Tyne 27th March.
KAI PAN, Chinese gunboat, 550, Hext, 2nd June,—Newcastle on Tyne 25th March.
FLINTSHIRE, British str., 1,017, C. H. Abekort, 2nd June,—Hoihow 1st June, General.—Swee Loong Chan.
TRITOS, German steamer, 1,142, A. Bleicken, 2nd June,—Saigon 29th May, Rice.—Ed. Schellhass & Co.
ACTIV, Danish steamer, 355, Revsbeck, 3rd June,—Pakhoi 31st May, and Hoihow 2nd June, General.—Arnhold, Karberg & Co.
PEKING, German steamer, 654, Heuermann, 3rd June,—Shanghai 31st May, General.—Siemssen & Co.
CANTON, British steamer, 1,110, Bremner, 3rd June,—Shanghai 31st May, General.—Jardine, Matheson & Co.
LEESANG, British steamer, 1,091, Sawer, 3rd June,—Swatow 2nd June, Ballast.—Jardine, Matheson & Co.
WYVERN, British steamer, 1,107, Brotherton, 3rd June,—Bangkok 27th May, Rice.—Tong Kee.
NAMOA, British steamer, 864, F. D. Goddard, 3rd June,—Foochow 31st May, Amoy 1st June, and Swatow 2nd, Tea and General.—D. Lapraik & Co.
THIBET, British steamer, 1,675, G. W. Atkinson, 3rd June,—Bombay 17th May, and Singapore 28th, General.—P. & O. S. N. Co.
DRACHENFELS, German steamer, 1,459, C. Tarée, 3rd June,—Saigon 30th May, Rice, Paddy, and General.—Adamson, Bell & Co.
DEUTEROS, German steamer, 1,198, Iwersen, 3rd June,—Bangkok 27th May, Rice and General.—Ed. Schellhass & Co.
CATTERTHUN, British steamer, 1,406, J. W. B. Darke, 3rd June,—Sydney 10th May, Townsville 15th, Cairns 16th, Cooktown 16th, Thursday Island 19th, and Port Darwin 25th, General.—Russell & Co.
LYDIA, German steamer, 1,170, G. Petersen, 3rd June,—Kobe 28th May, General.—Siemssen & Co.
TELAMON, British steamer, 1,555, Jackson, 4th June,—Liverpool 21st April, and Singapore 29th May, General.—Butterfield & Swire.
CRUSADER, British steamer, 647, Ogston, 4th June,—Iloilo 30th May, Sapanwood.—Soey Shing.
DEVAWONGSE, British steamer, 1,057, P. H. Loff, 4th June,—Bangkok 19th May, General.—Yuen Fat Hong.
SOOCHOW, British steamer, 327, T. Rowin, 4th June,—Pakhoi 1st June, and Hoihow 3rd, General.—Kwong Tai Loong.

CLEARANCES AT THE HARBOUR OFFICE

Amoy, British steamer, for Shanghai.
Activ, Dunish steamer, for Hoihow.
Nanshan, British steamer, for Swatow.
Angers, British steamer, for Saigon.
Henley, British steamer, for Saigon.

DEPARTURES.

June 3, *Kwanglee*, Chinese str., for Whampoa.
June 3, *Amigo*, German steamer, for Singapore.
June 3, *Anton*, German steamer, for Hoihow.
June 3, *Cicero*, British steamer, for Saigon.
June 3, *Ching-wo*, British str., for Shanghai.
June 3, *Fushun*, Chinese steamer, for Shanghai.
June 3, *Feecheu*, Chinese cable steamer, for Tamsui.
June 3, *Chi-yuen*, Chinese steamer, for Swatow, &c.
June 3, *Laughing Wave*, British brig, for Singapore.
June 3, *Haitan*, British steamer, for Swatow, &c.
June 4, *Amoy*, British steamer, for Shanghai.
June 4, *Diamond*, British steamer, for Amoy.
June 4, *Benlawers*, British str, for Kobe, &c.

PASSENGERS—ARRIVED.

Per *Tritos*, str., from Saigon.—49 Chinese.
Per *Flintshire*, str., from Hoihow.—34 Chinese.
Per *Activ*, str., from Pakhoi, &c.—Messrs. Dock and Horton, and 66 Chinese.
Per *Canton*, str., from Shanghai.—Mr Eurreem, and 61 Chinese.
Per *Peking*, str., from Shanghai.—Mr. Wichers, and 33 Chinese.
Per *Wyvern*, str., from Bangkok.—2 Europeans and 70 Chinese.
Per *Drachenfels*, str., from Saigon.—61 Chinese.
Per *Deuteros*, str., from Bangkok.—1 European and 10 Chinese.
Per *Namoa*, str., from Foochow, Amoy, &c.—Mrs. Blumenberg and child, Messrs. Vandeland Chong Long Ling, 2 Europeans and 169 Chinese (deck).
Per *Catterthun*, str., from Sydney, &c.—Mr. and Mrs. Watts, 2 Europeans, 1 Japanese woman, and 70 Chinese (steerage).
Per *Lydia*, str., from Kobe.—6 Chinese.
Per *Thibet*, str., from Bombay, &c.—79 Chinese.
Per *Telamon*, str., from Liverpool, &c.—Miss O'Conner, Mr. Hancock, and 248 Chinese.
Per *Devawongse*, str., from Bangkok.—234 Chinese.
Per *Soochow*, str., from Pakhoi, &c.—50 Chinese.

DEPARTED.

Per *Fushun*, str., for Shanghai.—120 Chinese.
Per *Chi-yuen*, str., for Swatow, &c.—50 Chinese.
Per *Haitan*, str., for Swatow, &c.—2 Europeans and 150 Chinese.
Per *Amigo*, str., for Singapore.—634 Chinese.
Per *Cicero*, str., for Saigon.—5 Europeans and 16 Chinese.

REPORTS.

The German steamship *Tritos* reports that she left Saigon on the 29th ultimo. Had fine weather.

The German steamship *Deuteros* reports that she left Bangkok on the 27th ultimo. Had fine weather and moderate south-west monsoon.

The British steamship *Leesang* reports that she left Swatow on the 2nd instant. Had strong winds and equally weather and rain throughout.

The British steamship *Wyvern* reports that she left Bangkok on the 27th ultimo. Had fine south-west breeze and clear weather throughout.

The German steamship *Peking* reports that she left Shanghai on the 31st ultimo. Had moderate variable wind with rainy and foggy weather.

The German steamship *Lydia* reports that she left Kobe on the 28th ultimo. Had light south-west wind and calm. The last 24 hours north-east wind with heavy rain.

The British steamship *Crusader* reports that she left Iloilo on the 30th ultimo. Had light variable airs and fine weather till the 3rd; thence moderate north-east breeze and overcast weather.

The British steamship *Canton* reports that she left Shanghai on the 31st ultimo. Had fresh head winds and fine weather as far as Breaker Point. From there strong north-west winds and thick rainy weather.

The British steamship *Devawongse* reports that she left Bangkok on the 19th ultimo. Had moderate south-west monsoon and fine weather till within 150 miles of port; thence strong northerly winds and rain.

The German steamship *Drachenfels* reports that she left Saigon on the 30th ultimo. To the Ladrones had moderate southerly winds and fine clear weather. Yesterday morning at daylight variable winds with heavy rain.

The British steamship *Telamon* reports that she left Liverpool on the 21st April, and Singapore on the 27th ultimo. Had fine weather and south-west winds as far as 20 north; thence fresh north-east wind and misty rain.

The British steamship *Namoa* reports that she left Foochow on the 31st ultimo, Amoy on the 1st instant, and Swatow on the 2nd. From Foochow to Amoy had fresh south-easterly winds and showery weather. From Amoy to Swatow had moderate south-westerly winds and showery weather. From Swatow to port had fresh south-west to westerly wind and overcast sky with occasional squalls of rain. In Foochow, the steamships *Tartar*, *Glenogle*, *Kaisow*, *Alwine Seyd*, and *Newchwang*. In Amoy, the steamships *Tamsui*, *Chefoo*, *Peng Ching*, and *Cheang Hye Leng*. In Swatow, the steamships *Leesang*, *Fu-yew*, *Toonan*, and *Duburg*.

The British steamship *Catterthun* reports that she left Sydney on the 10th ultimo at 6.35 p.m.; arrived at Townsville on the 15th at 6 a.m., left at 3 p.m.; arrived at Cairns on the 16th at 6 a.m., left at 9.20 a.m.; arrived at Cooktown the same day at 5.20 p.m., left at 7 p.m.; arrived at Thursday Island on the 18th at noon, left on the 19th at 5 p.m.; arrived at Port Darwin on the 22nd at 5 p.m., left at 10.30 a.m. on the 25th, and arrived at Hongkong on the 3rd at 10 a.m. Experienced generally fine weather with light winds as far as Townsville; thence to Thursday Island had moderate and light south-east wind and fine weather. A large general cargo was here discharged also 120 tons coal. After leaving Thursday Island had moderate south-east wind and sea were experienced as far as Port Darwin, with occasional squalls of rain. A quantity of cargo and 180 tons coal were here discharged. Had fine weather and moderate south-east wind were experienced as far as Manipa Straits; thence to Cabra Island which was passed on the 1st instant at 1 a.m., had moderate south and south-south-east winds and fine clear weather, and in crossing the China Sea had calm weather and smooth sea up to a day before arrival, when a moderate south-west wind lasted till the morning of the 3rd, when the wind shifted to the north-east with heavy rain causing some delay. The Company's steamship *Tannadice* arrived at Port Darwin on the 23rd, and left for Sydney at 10 a.m. on the 25th ultimo.

Post Office.

MAIL WILL CLOSE

For Swatow, Amoy, & Foochow.—Per *Namoa*, on Wednesday, the 6th instant, at 11.30 A.M.
For Europe, &c.—Per *Neckar*, on Wednesday, the 6th instant, at 3.00 P.M.
For Bangkok.—Per *Decima*, on Wednesday, the 6th instant, at 4.30 P.M.
For Kobe and Yokohama.—Per *Kumamoto Maru*, to-morrow, the 5th instant, at 5.00 P.M.
For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Djemnah*, on Thursday, the 7th instant, at 11.00 A.M.
For Singapore.—Per *Lydia*, on Thursday, the 7th instant, at 11.30 A.M.
For Singapore.—Per *Wyvern*, on Thursday, the 7th instant, at 3.30 P.M.
For Manila.—Per *España*, on Thursday, the 7th instant, at 3.30 P.M.
For Saigon.—Per *Tritos*, on Thursday, the 7th instant, at 4.30 P.M.
For Straits, Colombo, Bombay, and London.—Per *Thibet*, on Saturday, the 9th instant, at 11.30 A.M.
For Yokohama and San Francisco.—Per *City of New York*, on Saturday, the 9th inst, at 2.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ANGERS, British steamer, 2,077, Pinkham, 29th May,—Saigon 25th May, Rice and Paddy.—Adamson, Bell & Co.
HENLEY, British steamer, 1,446, Valder, 1st June,—Bombay 12th May, and Singapore 25th, General.—Carlowitz & Co.
BENALDER, British steamer, 1,331, R. W. Thomson, 30th May,—Saigon 26th May, Rice.—Gibb, Livingston & Co.
CELEBES, Dutch steamer, 1,423, J. C. Joon, 29th May,—Batavia 15th May, Singapore 20th, and Saigon 25th, General.—Jardine, Matheson & Co.
CITY OF NEW YORK, American steamer, 1,512, Thos. P. Deering, 28th May,—San Francisco 2nd May, and Yokohama 22nd, Mails and General.—P. M. S. S. Co.
DANUBE, British steamer, 562, F. W. Phillips, 30th May,—Haiphong 28th May, General.—A. R. Marty.
DENBIGHSHIRE, British steamer, 1,668, S. Rickard, 2nd June,—London 22nd April, and Singapore 27th May, General.—Adamson, Bell & Co.
FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.
KUMAMOTO MARU, Japanese steamer, J. W. Eckstrand, 1st June,—Kutchinotsu 26th May, Coal.—Mitsui Bussan Kaisha.
NANSHAN, British steamer, 805, J. Blackbourne, 31st May,—Bangkok 22nd May, Rice and General.—Hop Hing Hong.
PARTHIA, British steamer, 2,035, F. H. Wallace, 27th May,—Shanghai 24th May, General.—Adamson, Bell & Co.
PROTOS, German steamer, 1,093, C. Sorensen, 19th May,—Saigon 15th May, General.—Ed. Schellhass & Co.
PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.
RECORDER, British steamer, 676, C. O. Madge, 11th May,—from a cruise, Cable.—E. E. A. & C. Telegraph Co.

HONGKONG—STEAMERS.
Continued.

TAI-YUAN, British steamer, 1,459, A. Vardin, 27th May,—Sydney 29th April, Brisbane 1st May, Townsville 4th, Cooktown 5th, Thursday Island 7th, and Port Darwin 18th, Flour, &c.—Butterfield & Swire.

SAILING VESSELS.

ANE CATHRINE, Danish brig, 193, N. Ankersen, 20th May,—Newcastle, N.S.W., 26th May, Coal.—Arnhold, Karberg & Co.
ANTOINETTE, British bark, 884, E. Th. Bunje, 30th April,—New York 5th January, Kerosine Oil.—Order.
ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.
FIGARO, German bark, 1,006, G. Heinzel, 16th May,—Singapore 17th April, Timber.—Melchers & Co.
HEINRICH, German ship, 923, F. H. Bannau, 20th May,—Middlesborough 17th Dec., Iron and Cokes.—Arnhold, Karberg & Co.
HAYDN BROWN, American ship, 822, C. H. Havener, 30th April,—Newcastle 3rd March, Coals.—Butterfield & Swire.
LAUGHING WAVE, British brig, 161, Shaw, 21st May,—Freemantle, (W.A.), 17th April, Sandalwood.—Siemssen & Co.
NEW CITY, British ship, 1,441, C. S. Robinson, 19th May,—Cardiff 28th Nov., Coal.—Order.
RUBY, British ship, 1,392, E. C. Robbus, 11th May,—Cardiff 5th December, Coals.—Messageries Maritimes.
SANTA FILOMENA, Spanish schooner, 449, J. de Mendiguren, 24th Jan.,—Iloilo 31st Dec., General.—Kwong Cheong Tai.
TETUAN, German bark, 438, Röper, 1st April,—Singapore 29th January, Hardwood and Timber.—Chinese.
VELOCITY, British bark, 491, R. Martin, 3rd May,—Honolulu 21st March, General.—Pustau & Co.

Intimations.

THE
CHINA AND JAPAN TELEPHONE
COMPANY, LIMITED.

13, PRAYA CENTRAL, HONGKONG

LIST of Subscribers to the TELEPHONE EXCHANGE.

1.—"Hongkong Telegraph" Office.
2.—Manson, Dr. P., M.D.
Cantlie, Dr. J.
Hartigan, Dr. Wm.
3.—Manson, Dr. P., M.D., (Peak).
4.—Vernon, J. Y. V.
5.—Cantlie, Dr. J.
7.—Poesnecker, L.
8.—Arnhold, Karberg & Co.
9.—Hongkong and Shanghai Bank.
10.—Chater and Vernon.
11.—Judd, Wm., (Woodlands).
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13.—Russell & Co.
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Great Northern Telegraph Co.
15.—Central Police Station.
16.—Watson, A. S., & Co., Ld.
17.—Douglas Lapraik & Co.
18.—Butterfield and Swire.
19.—P. & O. Steam Navigation Co.
20.—Hongkong and Whampoa Dock Co., Ld.
21.—Cruickshank, Wm., Pedder's Street.
22.—"China Mail."
23.—Jordan, Dr. G. P.
24.—Hongkong and China Gas Co., Ld.
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26.—Alice Memorial Hospital.
27.—Holliday, Wise & Co.
28.—McEwen, A. P.
29.—Peak Hotel.
30.—Kau Lung Tai, merchant, Jervois Street.
31.—Gibb, Livingston & Co.
32.—The Hongkong Hotel, Public Telephone.
33.—Shing Kee, Merchant, Mercer Street.
34.—Victoria Dispensary.
34 *a*.—Cruickshank, Wm.
35.—Lai Chee, Merchant, Manham Street.
36.—Ah Yon & Co., 80, Praya Central.
37.—Just, H. Z.
38.—Linstead & Davis.
39.—Foster, F. T. P.
40.—The Borneo Co., Ld.
41.—Adamson, Bell & Co.
42.—Dodwell, F.
43.—Jordan, Dr. G. P., Pedder's Street.
44.—Government House.
45.—Hughes & Ezra.
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47.—Bellios, E. R., Caine Road.
48.— Do. Victoria Peak.
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50.—The Imports and Exports Office.

Subscription to Exchange $80 per Annum.

HAROLD DOWSON,
Agent,
Hongkong.

Hongkong, 9th March, 1888. [850

PENINSULAR AND ORIENTAL STEAMSHIP COMPANY.

NEW AND ACCELERATED DIRECT SERVICE TO
LONDON VIA MARSEILLES
FROM
JAPAN AND CHINA.

ON the 19th May at NOON, and fortnightly thereafter, until further notice, the Company will maintain a DIRECT SERVICE between Hongkong and London *via* Marseilles.

This improved service will *abolish all Transhipments*, and it is intended that it shall maintain a high reputation for quick transit, careful delivery of Cargo, and for Passenger accommodation and cuisine.

The attention of Passengers is specially called to the greatly improved *second-saloon* accommodation and attendance.

E. L. WOODIN,
Superintendent.

Hongkong, 8th May, 1888. [488

BOWRINGTON FOUNDRY,
EAST POINT, HONGKONG.

A. G. GORDON & Co.

A. G. GORDON & Co. are prepared to undertake every description of ENGINEERING and SHIP-BUILDING WORK, both afloat and ashore, on most reasonable terms.

PUNCTUALITY AND FIRST CLASS WORKMANSHIP GUARANTEED.

ESTIMATES FURNISHED FOR THE CONSTRUCTION OF STEAM LAUNCHES, REPAIRS TO THE ENGINES AND BOILERS OF STEAMERS, CASTINGS, &c., &c., &c.

Hongkong, 1st January, 1888. [41

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Venetia	Bombay	June 5th	P. & O. S. N. Co.
Belgic	San Francisco	June 6th	O. & O. S. S. Co.
Glencoe	London	June 6th	Jardine, Matheson & Co.
Stanmore	Hamburg	June 6th	Russell & Co.
Melpomene	Trieste	June 6th	Austro-Hung. Lloyd's Co.
Bellona	Hamburg	June 6th	Siemssen & Co.
Saghalien	Marseilles	June 7th	Messageries Maritimes.
Choysang	London	June 7th	Jardine, Matheson & Co.
Abyssinia	Vancouver	June 28th	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Hydaspes	P. & O. S. N. Co.	June 16th, at noon.
London, via Suez Canal	Bellerophon	Butterfield & Swire	June 12th.
Marseilles, via Saigon, &c.	Djemnah	Messageries Maritimes.	June 7th, at noon.
Bremen, & Ports of Call	Neckar	Melchers & Co.	June 6th, at 4 p.m.
Trieste, via Straits, &c.	Melpomene	Austro-Hung. Lloyd's Co.	June 12th, at noon.
Vancouver, B.C., via K., &c.	Parthia	Adamson, Bell & Co.	June 12th, at 3 p.m.
San Francisco, via Y'hama	Belgic	O. & O. S. S. Co.	June 20th, at 3 p.m.
San Francisco, via Y'hama	City of New York	Pacific Mail S. S. Co.	June 9th, at 3 p.m.
Sydney, Melbourne, &c.	Catterthun	Russell & Co.	June 9th.
Straits, Colombo, &c.	Thibet	P. & O. S. N. Co.	June 9th, at noon.
Singapore, Havre, &c.	Lydia	Siemssen & Co.	June 7th, at noon.
Singapore and Penang	Deuteros	Ah Yon & Co.	June 6th, at 4 p.m.
Singapore	Benalder	Ah Yon & Co.	June 6th, at 4 p.m.
Singapore	Celebes	Jardine, Matheson & Co.	About June 6th.
Sandakan and Dudat	Dafila	Ah Yon & Co.	June 15th, at 4 p.m.
Yokohama, via N'saki, &c.	Malwa	P. & O. S. N. Co.	June 19th, daylight.
Kobe and Yokohama	Kutnamoto Maru	Mitsui Bussan Kaishia.	June 6th, daylight.
Tientsin	Whampoa	Butterfield & Swire	June 8th.
Shanghai, Kobe, &c.	Saghalien	Messageries Maritimes.	June 7th.
Shanghai, via Amoy	Telamon	Butterfield & Swire	June 6th, daylight.
Shanghai	Nepaul	P. & O. S. N. Co.	Quick despatch.
Manila	España	Russell & Co.	June 7th, at 4 p.m.
Haiphong	Frejr	Arnhold, Karberg & Co.	June 7th, daylight.
Coast Ports	Namoa	Douglas Lapraik & Co.	June 6th, at noon.
Swatow	Nanshan	Hop Hing Hong	To-morrow, at 6 a.m.

Intimations.

W. POWELL & CO.
FURNISHING DEPARTMENT.

WE respectfully call the attention of Shipowners and Captains to the immense facilities at our command for undertaking and executing all orders for
SHIP'S UPHOLSTERY.
BEDDING and LINEN of every description.
Good Workmanship and dispatch guaranteed. Estimates Free.

W. POWELL & CO.

VICTORIA EXCHANGE,
(TELEPHONE 21) Hongkong, 31st May, 1888. [6

INTIMATION.

F. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS,
NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS,
No. 11, Praya Central,
(Opposite Pedder's Wharf).

SOLE AGENTS
for
RAHTJEN'S
GENUINE
COMPOSITION
FOR
THE BOTTOMS OF IRON SHIPS
CARBOLINEUM AVENARIUS
PRESERVATIVE AGAINST
ROTTING, DECAY, &c., of WOOD.

CHR. MOTZ & Co., BORDEAUX, CLARETS.

IMPERIAL CHAMPAGNE,
LA GRANDE MARQUE.

FLENSBURG STOCKBEER,
ENGINEERS AND BLACKSMITHS' TOOLS,
AND EVERY KIND OF SHIP'S
STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

ALL KINDS OF
COALS
SUPPLIED AT THE SHORTEST NOTICE.

Hongkong, 1st January, 1885. [85

FOR SALE.
AT WHOLESALE PRICES.

SACCONES' SHERRY; PORT, CLARETS.
CHAMPAGNE, HOCKS, BURGUNDY.
BRANDY, WHISKIES, ALE, STOUT.
MACHINERY, COOKING STOVES.
SCALES, BICYCLES and TRICYCLES.
PAINTS, OILS, VARNISH.
PIANOS, SINGER'S SEWING MACHINES.
SODA WATER MACHINERY, Gas Engines.
VELOCIPEDE HORSES.
EMPIRE LUBRICATORS.
ICE MAKING MACHINES.
BICYCLE WHEELS for JINRICKSHAWS.

Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 22nd May, 1888. [11

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER
ALWAYS ON HAND.

L. MALLORY,
Proprietor.

Hongkong, 14th June, 1887. [631

MITSUI BUSSAN KAISHIA.

SOLE AGENTS FOR
THE MIIKE COAL MINE.

BUNKER COALS can be supplied to any Steamer lying in the harbour or coming alongside the KOWLOON WHARF on application to the Undersigned.

Y. FUKUHARA,
Acting Manager.

Hongkong, 19th January, 1888. [109

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK-MAKERS,
JEWELLERS, SILVER-SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
SOLE AGENTS
for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's
CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES.
No. 8, QUEEN'S ROAD CENTRAL. [611

G. FALCONER & CO.
WATCH AND CHRONOMETER MANUFACTURERS
AND
JEWELLERS.
NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.
No. 46, QUEEN'S ROAD CENTRAL. [604

FOR SALE CHEAP.

ABOUT TEN TONS OF ASPHALTE.

Apply to
A. A. DE MELLO & Co.,
Macao.

Macao, 3rd April, 1888. [367

J. AND R. TENNENT'S ALE AND PORTER.
DAVID CORSAR & SONS'
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN
CANVAS.
ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [603

FOR SALE.

GERMAN BEER.

BRAUEREI "ZUR EICHE," KIEL.
$7.25 per Case of 4 Dozen Quarts.
9.00 „ „ 8 „ Pints.
EDUARD SCHELLHASS & CO.,
Sole Agents,
Hongkong and China.

Hongkong, 3rd May, 1887. [463

FOR SALE AT MACAO.
ON MODERATE TERMS.

AN extensive property, on the business side of the town, consisting of TEN STRONGLY BUILT GODOWNS, with Rooms above suitable for Offices or Dwelling Houses; Six small Dwelling Houses, attached to a Chinese Hong; and a piece of spare ground suitable for building purposes.

There are two separate entrances to the property, one opening on the Harbour close to the Steamboat Co.'s Wharf.

For full particulars, apply to
"THE HONGKONG TELEGRAPH" OFFICE,

Hongkong, 3rd April, 1888. [366

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all Vessels discharging Bombay Cotton and Cotton Yarn, at the Kowloon Wharves will have free storage for 14 days from arrival, after which a RENT of 3 Cents per Bale per Month will be charged.

ISAAC HUGHES,
Secretary.

Hongkong, 7th November, 1887. [31

NOTICE.

THE "PEIHO TUG AND LIGHTER COMPANY" are now prepared to Lighten Ships and Steamers at their "TAKU BAR." Five Mex. Cents p.r picul will be charged for dead weight, measurement Cargo in proportion.

The Undersigned will also contract for the towage of sailing vessels, from Sea to Tientsin, thence to Sea; and all work will be done under his personal supervision.

JAMES WATTS,
Manager,
"P. T. & L. Co."

Taku, May 28th, 1888. [581

Printed and Published by ROBERT TRAVERS SMITH

said he would like to see a union throughout the whole of Australia for the protection of this country from Chinese invasion. [A Voice: "What about Knutsford?"] He had read with profound disappointment the cable message, and was inclined to think that the statement was either premature or made under some misapprehension. If the Colonial Office had come to such a decision, it could only be in the absence of a full knowledge of the facts of the case. It must not be thought, however, that Australia looked to England alone for help. The colonies were quite able to protect themselves, but they looked to the Empire for an additional safeguard. It was possible that one, if not more, of the colonies would take such a view of the question as to render all that the other colonies could do fruitless to protect the continent. It was in view of that contingency that the assistance of the Imperial Government was important. If we had a treaty similar to that which the United States had just secured, we would have immediate and absolute cessation of all Chinese immigration to any part of Australia. He believed that we could get that Imperial alliance, and, indeed, we must get it.

April 24th.

The Chinese question formed a subject of discussion on Monday between the Premier and Mr. L. V. Solomon, of the Northern Territory, who sought permission to present a petition from the people of the Northern Territory, praying that no effort would be spared by the Government of Victoria to assist them in the endeavours to restrain Chinese immigration to that portion of South Australia. Mr. Gillies pointed out that the petition contained severe strictures upon the Government of South Australia. It would not be a wise act to receive a petition containing condemnatory language of a Government with whom they were on the most friendly terms. His impression, after consultation with the Ministers, was that South Australia desired to co-operate with the other colonies in arriving upon a basis to cope with the Chinese difficulty. Joint legislation was necessary, for without common action it would be impossible to enforce restrictive provisions. He sympathised with the attitude assumed by the people of the Northern Territory, but was convinced that they would gain their wishes more by temperate representations than by strong language. He was glad to be placed in possession of the opinions of the Northern colonists, and was convinced that on further deliberation they would see the wisdom of the course he was pursuing.

BRISBANE, April 25th.

The correspondence between the Premiers of Queensland and Victoria on the Chinese question has been published. In his last communication Mr. Gillies says:—"I shall be glad to know the exact nature of the legislation you would propose, because to be effective it should be uniform." Sir Samuel Griffith, replying, says:—"The proposals intended to be made by this Government to Parliament, which will probably include an address to her Majesty on the subject, will be communicated to you as soon as details are determined."

MELBOURNE, April 27th.

The steamer *Afghan* arrived to-day from Hongkong, having 268 Chinese on board. The vessel was admitted to pratique and proceeded up the bay, and anchored at noon, off Port Melbourne. Sixty-seven Chinese are for Melbourne, 89 for Sydney, 105 for New Zealand. Of the Melbourne lot 58 are possessed of naturalisation papers, which were retained by Mr. Musgrove, Secretary for Trade and Customs, who is satisfied that none were issued to those by whom they were produced. It is the intention of the department to carry out the law in reference to the immigration of Chinese to the fullest extent. Therefore the passengers referred to will not be allowed to land. An officer was placed on board to prevent any landing. It is stated that the captain entered into a bond of £100 each—or a total of £26,800—not to allow any to land. The yellow flag was hoisted to facilitate the carrying out of the precaution. Subsequently the vessel was removed to quarantine. Two police were placed on board to prevent any leaving.

April 29th.

A deputation from the Trades Hall Council waited on the Premier on Saturday to protest against the landing of Chinese. Mr. Gillies informed them that the Government had determined, as far as the law allowed, to prevent the landing of Chinese from the *Afghan*, and any further influx in future, but he declined to promise to take steps against the captain of the *Afghan* to punish him for infringing the law in respect to the influx of Chinese. The cargo of the *Afghan* is being discharged into lighters.

The steamer *Afghan*, with the Chinese on board, is still in nominal quarantine. In view of the fact that the Collector of Customs is not satisfied that the naturalisation papers produced were issued to those who possessed them, the Government decided not to allow the passengers to land. The agents of the steamer, Messrs. Grice, Sumner, & Co., have been apprised of the intentions of the Government, and it is not improbable that the company will obtain legal opinion.

May 1st.

A crowded public meeting was held to-night in the Town Hall to consider the present aspect of the Chinese question, and the steps to be taken to prevent any further influx. The Mayor presided. Resolutions were passed affirming the demoralising effects of Chinese immigration, and failing to see any good result from the presence of Chinese in Victoria. The meeting also considered there was immediate necessity on the part of the Government to prevent any further influx by increasing the poll-tax to £100, and imposing a residential tax of £20 a year. The action of the Premier in asking the other Governments to act in the matter was condemned as tending to interfere with our rights of self-government, and delaying the settlement of the question. The Mayor will be asked to forward the resolutions to the Government. The meeting was most unanimous and enthusiastic.

The 14 Chinese are still detained on the *Burrumbeet*. Eight of them are in possession of papers of naturalisation, which the Commissioner dealt with in the same manner as those on the *Afghan*. With regard to the *Afghan* passengers, the position is unchanged. Preparations were being made to-day to take the vessels to sea. The agents have been authorised to tranship into the *Te Anau* 100 out of 103 for New Zealand. The Commissioner was asked to release a Chinese boy, the servant of a European passenger, but the Commissioner refused to do so, stating that he cannot make any distinction.

A proclamation was issued to-day notifying that the Bandjak Islands are infected with small-pox, and making all the vessels thence liable to quarantine. A proclamation was also issued declaring that all vessels bringing Chinese, or vessels into which Chinese have been transhipped from infected Eastern ports, will be liable to be detained in quarantine till discharged.

May 2nd.

The case of the Chinese passengers per *Burrumbeet* is still under the consideration of the Government. Two questions have arisen in connection with them—namely, whether those who presented what are regarded as false naturalisation papers are entitled to land on payment of the poll-tax; secondly, whether any of these Chinese have lawfully arrived in the colony. If by means of transhipment Chinese come to the colony in larger numbers than would be the case if they came direct, it is clear the law would be defeated. If the evidence shows that the Chinese trader which carried the *Burrumbeet's* passengers to Sydney carried a greater number than her tonnage authorised, the Government will feel disposed to deal with the present claimants for admission to the colony in a special manner altogether apart from the merits of the case. The further transhipment of Chinese will be checked by a proclamation declaring Chinese ports infected.

A disturbance was caused on board the *Afghan* this morning amongst the Chinese in consequence of one of the under-cooks, whilst preparing the meal, deliberately pouring a quantity of kerosene into the rice. The Chinese were indignant, and would have assaulted the delinquent but for the interference of the police. The *Afghan* was ready for sea to-day, but owing to the captain having business with the agents the vessel will not leave till the morning.

At a meeting of the commission of the General Assembly of the Presbyterian Church of Victoria to-day, the foreign missions committee agreed to call the attention of the public questions committee to what was believed to be illegal treatment of certain Chinese in port, who were said to be possessed of naturalisation papers, but were not allowed to land. The Rev. A. M'Vean gave notice of a motion to the effect that, whereas it appeared from the papers that the Minister of Customs would not permit Chinese passengers, who were British subjects holding naturalisation papers, and others who were content to pay the poll-tax required by law, to land, they were suffering injustice, and that the presbytery, feeling these people had a claim on their kindness expressed sympathy with them.

At a meeting of the Anti-Chinese League at the Trades' Hall to-night the secretary was instructed to write to the Premier, thanking him for the action taken by the Government in regard to the Chinese on the *Afghan*. The Government was also asked to follow the same course in regard to the *Burrumbeet*.

May 3rd.

The *Afghan*, with the Chinese on board, left this afternoon at 4.50 for Sydney. The Customs have now only the *Burrumbeet's* passengers to deal with. The present intention is not to allow them to land. The question as to whether the transhipment of Chinese intended for this port from a vessel having a larger number of passengers than the regulation permits to vessels which cannot be affected by the law, is an offence and can be dealt with by the Statutes of this colony, has been submitted to the Attorney-General, who has not yet had time to give the matter his attention. He has no doubt that the Government has power to enforce the quarantine regulations in dealing with the Chinese arrivals in future. Arriving when the *Burrumbeet* did, it is doubtful whether the quarantine regulations can be applied to her. On this point the Attorney-General is unable to advise without further consideration. It is not unlikely that the necessity of advising will be obviated, as it is believed the Chinese on the *Burrumbeet* are not averse to returning to their own country, provided they are not put to a personal loss.

The agents of the *Burrumbeet* have intimated to the Customs that they desire to get the passengers off their hands, but pending the opinion of the Attorney-General being prepared, the Commissioner of Customs has not been able to give a satisfactory reply. It is expected that the matter will be settled to-morrow. The authorities point out that though the present action is sudden, shippers cannot be said to have been taken unawares, because in December last a memorandum was published in the local press to the effect that the Commissioner of Customs had power to refuse permission to Chinese to land if he was not satisfied respecting their naturalisation papers.

Prior to the departure of the *Afghan*, three Chinese were transhipped to the *Flinders* for Launceston. During the stay of the *Afghan* here, a Chinese resident kept his countrymen on board supplied with fresh provisions and fruit, and subscribed £62 for them.

The Public Questions Committee of the Presbyterian Assembly met in private to-day, to discuss the alleged illegal treatment of the Chinese. A sub-committee was appointed to make enquiries, and report as soon as possible. It is understood that the case of Williams, a naturalised Chinaman, who having property in Victoria, visited his native land and returned by the *Afghan*, is taken as the hardest case. It is stated that he sold his naturalisation paper. The general feeling was that the action of the Government was justified. No further action will be taken till the sub-committee send in their report.

May 4th.

The Chinese passengers by the *Burrumbeet* elected to be put ashore at the quarantine station pending their return to China. Each attached his signature to a document, expressing a desire to return home. They reached the quarantine station at 3.30 p.m., and were placed in charge of the health officer of the station. They seemed to take matters very quietly.

The subject of the alleged injustice to the Chinese by the *Afghan* was debated in the Presbyterian Assembly to-day. A resolution was unanimously agreed to expressing the hope relative to Chinese immigrants lately arriving from China that nothing has been or will be done contrary to the laws of justice or humanity, and further that the whole matter be remitted to the public question committee.

A portion of the crew of the steamer *Port Denison*, which arrived to-day from London, are Chinese. The captain received intimation that he must not allow any of them to go ashore, and to be sure and take every one away with him. The vessel has 18 Chinese in all, being engine-room hands. A Chinese cook and steward being on board the *Big Bonanza*, the captain received a similar notification.

A meeting of the Trades Hall Council to-night passed a resolution to the effect that the best thanks of the council be conveyed to the Government for their prompt and energetic action in regard to the Chinese.

AUCKLAND, May 4th.

The bill to be introduced by the Government dealing with Chinese immigrants will increase the poll-tax to £100. With regard to the passengers by the steamer *Te Anau*, the Premier sent the following telegram to Mr. Feldwick, member for Invercargill:—"I fear the law is powerless to prevent their landing. I am in communication with the Australian Governments on the question, and shall propose legislation on the subject to Parliament." The Auckland Trades and Labour Council to-night passed a resolution in favour of joint action on the part of the Australasian Governments in dealing with the Chinese question. The imposition of a poll-tax of £100, and a residential tax of £20, is proposed by the council.

MELBOURNE, May 5th.

The Governor, with the advice of the Executive Council, has, by order made the 1st day of May, directed all intercolonial or other vessels bringing Chinese passengers to any port of Victoria to be detained by the health officers of such port until the vessel and passengers be severally released.

The fact that the authorities have stopped Chinese landing here and at Sydney has been telegraphed by the Chinese to the Government in China. It is believed the result will be that no more immigrants will be despatched. Acting under legal advice, Mrs. Williams, whose husband is a Chinese passenger on the *Afghan*, returning from a visit to China, and who was not allowed to land here, intends taking out a warrant against him on the ground of desertion, so as to have him brought from Sydney.

A writ has been issued against the Collector of Customs claiming £1000 damages for refusing to allow one of the *Afghan's* passengers to land, and refusing to accept the poll-tax on his behalf. The proceedings have been taken by a number of the principal Chinese residents of the city, the object being to test the legality of the recent proceedings of the Government in connection with the arrivals of Chinese passengers.

AUCKLAND, May 6th.

The Mayor of Invercargill sent the following telegram to the Premier on Saturday:—"At a mass meeting here to-day, resolutions were passed urging upon the Government the imperative necessity of preventing the Chinese on board the *Te Anau* from landing. Immense enthusiasm was shown, and we fear that unless steps are taken the people here will take the law into their own hands, and forcibly prevent their landing. Arrangements are being made for numbers to proceed to the Bluff on Monday for this purpose. The Mayor suggests that the Chinese should be kept afloat until an opportunity occurs to send them back." At the meeting in question a resolution was passed expressing a determination, if necessary, to prevent by force the landing of the Chinese; and also pledging the meeting to boycott all persons employing or dealing with Chinese. Money was raised, to defray the cost of a special train to the Bluff, and it is feared that considerable danger and serious complications will arise in the event of the Government permitting the Mongolians on board the *Te Anau* to land.

THE PERAK TIN MINING AND SMELTING CO., LTD.

A special general meeting of the shareholders of this company was held at the Shanghai Club on the 30th May, to confirm the Resolutions passed at the meeting of the 16th.

Those present were W. V. Drummond, Esq., Chairman; R. Francis, Esq., and E. J. Hogg, Esq., Directors; C. J. Dudgeon, Esq., Secretary; and A. Thurburn, Esq., R. E. Wainewright, Esq., and H. Sylva, Esq., shareholders.

The Chairman, in opening the meeting, said—Since our last meeting a fortnight ago we have received by one communication from London, which I will now read to you:—

London, 20th April, 1888.

CHARLES J. DUDGEON, Esq.,
Secretary,
Perak Tin Mining and Smelting Co. Ld.,
Shanghai

"Dear Sir, We last addressed you on 6th inst., and we have since received your letters of 1st and 8th ulto., the contents of which have our attention.

We have now to advise, that yesterday, much to our astonishment, we received cable advice from Penang, informing us that the expert, whose report we have been so long expecting, now refuses to act, why we do not know, and must await his letters for explanation.

In these unexpected circumstances a meeting of the syndicate will probably be called to ascertain the views of its members and to come to some decision as to future action if necessary. It is not unlikely however, that *none* it will be suggested to send an expert from England, seeing that the two experts on the spot with whom we have been in communication, have both disappointed us, showing apparent reluctance to commit themselves, but whether this suggestion is acted on or not, will rest with the the Syndicate.

We are, Dear Sir,
Yours faithfully,
T. A. Gibb & Co.

By the arrangement which was entered into with the syndicate on the 20th December of last year, exactly four months prior to the date of the letter I have just read, the first step to be taken was to get an expert to make a report on the property. There are it is true only two experts in the Straits, but Penang having telegraphic communication with London, it ought to have been ascertained if one of the experts could be engaged before the middle of Jan., and if not, an expert might have been sent from London to reach Penang before the 20th or at the latest, by the end of February, and a written report sent us. Now, up to the end of April, all we are told is that the two experts will not go. I consider that in appointing T. A. Gibb and Co. as our agents we did the best that could be done, and we thought that they would look after our interests and see that the syndicate engaged an expert within reasonable time. We gave them instructions to urge the syndicate, but it appears as if they had taken no trouble with the matter, but had treated it with apathy. I would like to draw your attention to the fact that the last letter up to date contains neither the names of the experts that were proposed to be employed nor of those that might be obtained, which is not fair treatment, as we are left altogether in the dark, and very unsatisfactory.

Mr. Wainwright—Was there not a telegram received of a subsequent date?

The Chairman—Yes; we were advised that through the serious fall in tin, the syndicate declined all further action. The telegram was dated 10th May. The information received is very mysterious, but we thought it proper to lay it before the shareholders. I have now to propose confirmation of the following resolution passed at the meeting on the 16th instant:—

"That the Company be, and it is hereby put into liquidation."

Mr. Francis seconded.

This was carried unanimously.

Mr. A. Thurburn then proposed confirmation of the following resolution passed at the meeting on the 16th instant:—

"That the Affairs and Assets of the Company be, and they are hereby, placed in the hands of a Committee of Shareholders consisting of W. V. Drummond, R. Francis and E. J. Hogg, with power to liquidate and wind up the Company and to dispose of the Assets of the Company for such consideration or considerations as they may think fit, and further to do all such acts and things as may be necessary for carrying into effect these resolutions."

Mr. Wainewright seconded.

This was also carried without opposition.

The meeting then terminated.—*Mercury.*

THE U.S. GUNBOAT "YORKTOWN."

The lately launched steel cruiser *Yorktown* (she was first called gunboat No. 1) for the United States Navy, says the New York *Herald*, is an unarmoured vessel of 1700 tons displacement; length between perpendiculars, 230 feet; draught, 13 feet forward and 15 aft; breadth, 36 feet. She has a poop and topgallant forecastle, with an open gun deck between. The engines are of the latest twin-screw triple expansion type, designed for a horse power of 2200 with natural draught, which should give a speed of over seventeen knots. The engines are placed in separate water-tight compartments, the cylinders being 22, 31 and 50 inches in diameter, with a stroke of 30 inches. The boilers are four in number, 9 feet 6 inches in diameter, 7 feet six inches long. The coal is stowed in bunkers surrounding the machinery to afford protection against shot and shell.

The machinery, magazines, and steering gear are covered by a three-eighths-inch water-tight steel deck, which supports the ram, bow and gives strength and stiffness to the whole structure. This deck is in the form of a turtle back, curving down at the sides and at the bow and stern, while the crown is a little below the water line. Both above and below this deck are water-tight bulkheads, dividing the ship into many water-tight compartments, all of which can be drained by the powerful pumps and ventilated by the blowers. An armored covering tower, oval in shape, and covered with two-inch steel plates, is built on the forecastle deck, and provided with speaking tubes and telegraphs, by means of which the Captain can communicate with the guns and machinery and control all in battle.

Under the poop deck are the Captain's quarters, executive officer's office, armory, and a large room for the manipulation of torpedoes. The wardroom, with quarters for ten officers, is on the after part of the berth deck, and forward of it, separated by a water-tight bulkhead, are the quarters for junior officers. The crew is quartered on the berth deck, forward and under the topgallant forecastle. The accommodations for officers and men will be ample and comfortable. There is a complete electric light plant, with two sets of dynamos. The two search lights, for use at night in battle or to detect the approach of torpedo boats, are of 25,000 candle power. The systems of ventilation and drainage are also complete, and the arrangements for extinguishing fire are all that could be desired.

The rig is that of a three-masted schooner, spreading 6000 square feet of canvas. The sail power is sufficient to secure economy of coal, and under ordinary circumstances, with fair winds, the ship could make good head way under sail alone.

The *Yorktown* can carry 400 tons of coal. The chief constructor estimates that with this allowance she could steam at the rate of 16 knots for 6½ days and cover a distance of 2,400 miles; at 14 knots she could steam 12 days and cover 4,100 miles; at 10 knots she would make 8,500 miles in 35 days, while at 8 knots she could keep the sea for 62 days and steam 12,000 miles. This estimate is independent of her sail power, and it is apparent that the *Yorktown* and her sister ships now under construction will prove important additions to our fleet of commerce destroyers. When we remember the immense damage to our commerce inflicted by the *Alabama* and a few other Confederate cruisers during the civil war, the value of vessels like the *Yorktown* is quite evident. Although many ships were put upon their track it was a long time before they were caught. A shrewd commander, with a fast ship, could avoid capture for a considerable period, and as it will be quite impossible for a commercial nation to convoy all merchant ships, it follows that commerce destroyers will be as useful in the future as they have been in the past. There are but few American ships now engaged in foreign trade, and in this respect we have less to lose than most powerful nations in the event of war. Since this is about our only point of advantage, we should provide ourselves at all times with every means of securing the destruction of an enemy's commercial marine. Notwithstanding the defenseless condition of our coast, foreign nations might hesitate to engage in a war with the United States if it involved the destruction of their commerce—to them a matter of vital importance. By this means, therefore, we might in some cases secure peace and arbitration.

The *Yorktown* has a powerful armament. The principal battery consists of six six-inch steel breech-loading rifles firing a projectile weighing 100 pounds.

The arrangement of the guns is somewhat peculiar, two of them being mounted forward on the forecastle, firing directly ahead and also on each side; two aft on the poop deck, firing directly astern and on each side, while the two remaining guns are mounted on the main deck, one on each side, in projecting sponsons, firing through an arc of 140 degrees. All these guns and their crews are protected by segmented steel shields three inches thick. The secondary battery is also a powerful one, comprising eight rapid firing guns and revolving cannon. Two are mounted under the forecastle, firing ahead and on each bow; two under the poop, firing astern and on each quarter, and four are placed on the rail at convenient points.

There is also a complete outfit of automobile spar and boat torpedoes. There is a fixed tube in the bow and one in the stern for fore and aft fire, and three movable tubes on each side of the ship, swinging through a considerable arc.

The disposition of the *Yorktown's* batteries is favorable to the purpose for which she is designed. In chasing she will have a powerful fire directly ahead from great guns, machine guns and torpedoes, and this feature will also aid in case of running tactics—and running will play an important part in future battles. In running away from a more powerful ship, she will also have the means of defending herself with the guns and the torpedo firing directly astern. The *Yorktown* is a formidable ship of the unarmored type, and of the many ships of her class in foreign navies there is none superior to her in design, as she contains all modern features.

To-day's Advertisements.

FOR SINGAPORE.

THE Steamship

"BENALDER,"

Captain W. Thomson, will be despatched as above, on WEDNESDAY, the 6th June, at 4 O'CLOCK P.M.

For Freight or Passage, apply to
AH YON & Co.
Hongkong, 4th June, 1888. [559

FOR SINGAPORE AND PENANG.

THE Steamship

"DEUTEROS,"

Captain Iwersen, will be despatched as above on WEDNESDAY, the 6th June, at 4 P.M.

For Freight or Passage, apply to
AH YON & Co.
Hongkong, 4th June, 1888. [534

NOTICE.

IT is hereby notified that, by command of His Excellency the GOVERNOR, and pursuant to Section 4 of The Public Heath Ordinance, 1887, an ELECTION by the RATE PAYERS of TWO MEMBERS of the SANITARY BOARD will take place at 4 O'CLOCK P.M., on MONDAY, the 11th day of June, 1888, at the CITY HALL.

The following persons will be entitled to vote at the election, that is to say:—

(a.)—Rate Payers who are included in the Special and Common Jury List at present in force,

(b.)—Rate Payers who are exempted from Serving on Juries on account of their professional avocations.

The election will be conducted in accordance with the Rules made by the Governor in Council on the 31st May, 1888.

Voting will commence at 4 P.M. and the ballot box will be closed at 6 P.M.

ALFRED G. WISE,
Acting Registrar.
Supreme Court,
Hongkong, 4th June, 1888. [561

NOTICE.

WE have authorised Mr. FRIEDRICH THEODOR LUTZ to sign our Firm by procuration from this date.

ARNHOLD, KARBERG & Co.
Hongkong, 4th June, 1888. [563

NOTICE.

MR. JOSE OLIVERA GONZALEZ has ceased to be an employé of the Spanish Consulate at this port from the 1st inst.

J. M. RIVERA,
Consul for Spain.
Hongkong, 4th June, 1888. [562

To-day's Advertisements.

ST. JOHN LODGE

OF HONGKONG,
No. 618, S.C.

A N EMERGENCY MEETING of the above-named Lodge will be held in FREEMASONS' HALL, Zetland Street, THIS EVENING the 4th instant, at 8.30 for 9 O'CLOCK precisely. Visiting Brethren are cordially invited.

Hongkong, 4th June, 1888. [555

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Steamship

"ESPAÑA,"

Captain Zavala, will be despatched for the above Port, on THURSDAY, the 7th instant, at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 4th June, 1888. [560

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"MALWA"

will leave for the above places on TUESDAY, the 19th instant, at DAYLIGHT.

E. L. WOODIN,
Superintendent.
Hongkong, 4th June, 1888. [3

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"NEPAUL"

will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN,
Superintendent.
Hongkong, 4th June, 1888 [3

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, AND LONDON;

ALSO,

MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "HYDASPES," Captain Thompson, with Her Majesty's Mails, will be despatched from this for LONDON direct, VIA SUEZ CANAL and usual Ports of call on SATURDAY, the 16th June, at NOON.

Cargo will be received on board until 4 P.M., Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 4th June, 1888. [3

Intimations.

CHINA MERCHANTS' STEAM NAVIGATION COMPANY'S DEBENTURE LOAN OF 1886.

INTEREST DUE on above LOAN will be payable at the Offices of THE HONGKONG AND SHANGHAI BANKING CORPORATION on and after 1st June, 1888.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents Issuing the Loan,
T. JACKSON,
Chief Manager.
Hongkong, 1st June, 1888 [552

NOTICE.

PUNJOM & SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE is hereby given that the Undermentioned Fully Paid up Share Certificates were destroyed by Fire at Foochow on the 5th January, 1888.

Script 75/78,	40	Shares	Hon. C. P. Chater, ‡2757-2796.
"	1263,	50 "	Jeronymo Miguel dos Remedios, 25776-25800 (25), 26281-26295 (15), 28191-28195 (5), 35129-35133 (5).
"	1265,	30 "	Ruttunjee Cursetjee Vania, 28971-29000.
"	1267,	15 "	Demetrio d'Araujo e Silva, 25526-25540.
"	1482,	50 "	Francis Henry Cave-Thomas, 25651-25675 (25), 19251-19275 (25).
"	1626,	10 "	Alexander William Vans Gibb, 32265-32274.

195 Shares.

And should the same not be produced before the 22nd June, 1888, Duplicate Certificates will be issued in name of the above parties, and no transaction taking place under the aforesaid Original Certificates will be recognized by this Company.

A. O'D. GOURDIN,
Secretary.
Hongkong, 22nd May, 1888. [522

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE Company is prepared to Tranship Cargo from its Godowns at Kowloon or West Point to any Steamer in the harbour, and to bring Cargo across from Kowloon to any place on the Praya at the usual rates.

By Order,
ISAAC HUGHES,
Secretary.
Hongkong, 20th April, 1888. [448

Intimations.

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, the 30th instant.

The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:—

8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. " half hour.
4 to 8 " " quarter of an hour.

SUNDAYS,

4 to 8 P.M. every quarter of an hour.

UP:—Tickets may be obtained in the Cars. First-class, 30 Cents; Second-class (intended for Soldiers, Sailors and Policemen only), 20 Cents; Third-class (intended for Chinese only), 10 Cents.

DOWN:—TICKETS at HALF the above Rates.

Gentlemen are requested NOT TO SMOKE in the First-class Compartment.

Tickets for 30 trips up and 30 trips down, First-class, at $12.00; and Tickets for six trips up and six trips down, at $2.50; Five-Cent Coupons and Reduced Tickets for Servants in the other classes may be obtained at the Office of the GENERAL MANAGERS.

Hongkong, 31st May, 1888. [539

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of this Company will be held at the CITY HALL, Victoria, Hongkong, on MONDAY, the 18th June, 1888, at 3 of the CLOCK in the Afternoon, for the purpose of considering and if thought fit passing the Subjoined Resolution.

RESOLUTION.

That the Company be wound up voluntarily in accordance with the Company's Articles of Association and under the provisions of the Companies Ordinances 1865 to 1888.

Dated the first day of June, 1888.

By Order of the Board,
SAM. J. GOWER,
Secretary.
557]

NOTICE.

I. DISSE, Dr., Med.,
11, Queen's Road Central.

CONSULTATIONS IN ENGLISH FRENCH AND GERMAN, from 8.30 to 10 A.M. and from 2 to 4 P.M.

Hongkong, 9th May, 1888. [495

Insurances.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [150

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL TO ..... $833,333.33.
RESERVE FUND ..... $240,000.00.

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [877

To be Let.

TO LET.

ROOMS in "COLLEGE CHAMBERS."

GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 2nd May, 1888 [12

MACAO.

TO BE LET UNFURNISHED OR PARTLY FURNISHED.

A BUNGALOW, opposite the Public Gardens, at the western end of the Praya Grande. Excellent water supply, and Servants quarters attached. Rent very moderate.

Apply to
A. A. DE MELLO & Co.,
Macao.
Macao, 3rd April, 1888. [368

TO LET,
IMMEDIATE POSSESSION.

HOUSE No. 1, "BALL'S COURT," Bonham Road.

SHOPS and ROOMS in Nos. 6, 11, 12, 13 & 14, "BEACONSFIELD ARCADE," Queen's Road.

HOUSE No. 31, "WEST VILLA," Pokfulum Road.

Apply to
BELILIOS & Co.
Hongkong, 30th May, 1888. [546

TO LET.

A COMMODIOUS Suit of OFFICES in the ICE HOUSE BUILDINGS.

Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 22nd March, 1888. [332

TO BE LET.

A SEMI-DETACHED HOUSE in Richmond Terrace, containing 6 Comfortable Rooms, 3 Bath Rooms, and convenient Out Offices.

A New Story has just been added to the Servants' Quarters.

APPLY to
MR. JOHN WILLMOTT,
Hongkong Dispensary.
Hongkong, 24th April, 1888. [131

Intimations.

A. S. WATSON & CO., LTD.

HAVE JUST RECEIVED A FURTHER SUPPLY

of

MONTSERRAT LIME FRUIT JUICE,

CORDIALS,

JUJUBES, and

TABLETS.

MAWSON & SWAN'S

NEW PATENT WATER FILTERS.

THE HONGKONG DISPENSARY,

Established A.D. 1841.

Hongkong, 8th May, 1888. [5

BIRTH.

On the 28th May, 1888, at 42, Broadway, Hongkew, Shanghai, the wife of Capt. J. A. SCOTT, of a son.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 4, 1888.

TELEGRAMS.

(Reuter.)

THE CHINESE QUESTION IN AUSTRALIA.

LONDON, June 1st.

A conference of the Australian Colonies will be held at Sydney on the 12th June to discuss the question of Chinese immigration.

GERMANY AND FRANCE.

The North German *Gazette* publishes an article in which it advocates the adoption of measures for the consolidation of a new frontier, avoiding reprisals. The relinquisition of Alsace by France has hitherto been retarded by French military preparations, indicating a desire for revenge. The *Gazette* recommends that communication be restricted to friendly intercourse, and that questions likely to lead to dangerous friction be avoided.

RESULT OF THE OAKS.

Renewal of the Oaks Stakes of 50 sovs. each, half forfeit; for fillies, then three year olds; 8st 10lb. each; about a mile and a half; the owner of the second to receive 300 sovs. and the third 150 sovs. out of the stakes.—133 subs.

Lord Calthorpe's ch. f. Seabreeze, by Isonomy—St. Marguerite 1

..... Rada, 2

Mr. C. Perkins' b. f. Belle Mahone, by Uncas—Jenny Howlet 3

(From *Straits Times.*)

GERMANY.

BERLIN, May 25th.

The marriage of Prince Heinrich of Prussia and Princess Irene of Hesse has been solemnized in the Chapel of Charlottenburg the Emperor being present.

IRELAND.

LONDON, May 25th.

Archbishop Walsh telegraphed from Rome to the Lord Mayor of Dublin that the fears which have been entertained regarding the intention of the Pope to meddle with Irish politics are groundless.

RUSSIA.

ST. PETERSBURG, May 27th.

The railway from the Caspian to Samarcand has been opened.

The Czar receiving religious deputations said:

"All my efforts are directed to securing peace."

THE EMPEROR.

BERLIN, May 28th.

The Emperor remains indoors and complains of lassitude.

THE SITUATION.

In the Hungarian Chambers, Herr Tisza said that Hungary abstains from taking part in the Paris Exhibition fearing international complications from excited French feeling in the event of the political situation becoming more involved.

IRELAND.

Twenty thousand persons assembled at Limerick to repudiate the Pope's rescript. The Clergy and the majority of the Nationalist members of the Municipality were absent.

LOCAL AND GENERAL.

H.M.S. *Rambler* arrived at Shanghai on May 29th.

THE returns of the number of visitors to the City Hall Museum for the week ending June 3rd, are:—Europeans 145, Chinese 1,858; total, 2,003.

MESSRS. Adamson, Bell & Co., agents for the Canadian-Pacific Line, inform us that the steamship *Abyssinia* left Vancouver for this port on the 29th ulto.

HIS EXCELLENCY the Governor, by a notification dated the 2nd inst. published in the Government *Gazette*, has cancelled the Proclamation issued under the Peace-Preservation Ordinance, 1886.

WE are informed by the *Straits Times* that Chiarini's Grand Circus and Wild Beast Show opened on the 26th ulto. at the Corner of Tank and River Valley Roads. Though there were counter attractions elsewhere, the house was fairly full. The bravura turns of the day made the ground very much like an Irish bog, and it required immense trouble and a great deal of expense to get the ring into anything like working order.

THE last number of the Government *Gazette* contains the new Regulations made by the Governor in Council for the granting of Police pensions.

A REPORT of the further proceedings in the sensational *Benjamin v. Wainewright* case at Shanghai has, owing to want of space, been left over until to-morrow.

"FATHER," said the editor's little boy, "is the new Emperor of Germany an editor? I see when he speaks of himself he says 'we.'" "No, my son. That is a word the Emperors have stolen from the editors without proper credit."

THE Hongkong Rifle Association's fourth weekly "Spoon" competition took place at Kowloon on Saturday, and resulted in favor of Police Constable Wyllie, with a total of 31. Police Constables Robertson and McLennon, Mr. H. F. Hayllar and Lieut. Smith, 58th Regt., scored 30 each. There were 19 competitors.

OUR Shanghai morning contemporary states that the Mutual Shippers Co.'s steamer *Moyune*, the first tea steamer this season to leave Hankow, left Singapore for London at 9 a.m. on the 28th ulto. As she took on board some 700 to 800 tons of coal, she could not have arrived at Singapore later than 5 a.m. which would give her 6 days and 11 hours for the run down at a speed of 14 knots. This beats the *Glenogle's* record in 1886, but is about the same as the *Glenogle's* last year's time, which is given as 6 days 10½ hours.

THE Government *Gazette* publishes a notification to the effect that an election by the ratepayers of two members of the Sanitary Board will take place on Monday, the 11th inst., at the City Hall. By a supplement circulated to-day we note that the following persons will be entitled to vote: Rate-payers who are included in the special and common jury list at present in force, and rate-payers who are exempted from serving on juries on account of their professional avocations. The election will be conducted in accordance with the rules made by the Governor in Council on the 31st ulto., the voting will commence at 4 p.m. and the ballot box will be closed at 6 p.m.

THE body of Thomas Cleveland, joiner on board the P. & O. Co.'s steamer *Verona*, was found in the Shanghai river on the 29th ulto. Deceased had been reported at the Shipping Office as absent from his ship without leave and a warrant issued for his arrest. At a coroner's inquest held before Mr. J. C. Hall, the jury found that Cleveland came to his death by accidental drowning, but added the following rider to their verdict:—"The jury believe that some system of supervision should be organised in the matter of taking the numbers of the boats leaving the various jetties, so that in similar cases as the present, the sampan man can be produced and more satisfactory evidence obtained as to how the person conveyed came to be drowned."

IN the Police Court this morning, before Mr. Wodehouse, Inspector Jacobs, of the Calcutta Police, applied for the transfer into his custody of C. E. Warner, on a warrant charging him with criminally misappropriating Rs. 4,994, the moneys of the Singer Sewing machine Company. The Magistrate having examined the warrant, he was about to read the depositions to the prisoner, but the latter said that he did not desire it—he was quite satisfied if they were the proper papers for handing him over. He preferred that his Worship should go through them privately. Mr. Wodehouse told him he had better hear them read. Prisoner replied that he could not say anything against the evidence either way. Mr. Wodehouse said that since he did not wish it he would go over them himself, not having yet done so, and he accordingly adjourned the case till to-morrow for that purpose.

BY a recent decree from the French Colonial Office, the following scale of salaries has been fixed for the political, and administrative civil employés in Indo-China:—The Governor General gets 30,000 frcs, with an allowance of 120,000; the Resident-General of Annam and Tonquin, 20,000 and 80,000 francs; the Resident-General of Cambodia, 15,000 and 40,000; the Resident of Hanoi, 15,000 and 40,000; the Director of local service in Cochin-China, 15,000 and 40,000; the chief administrators and first-class Residents, 9,000 and 18,000; the Secretary-General of Cochin-China, 7,000 and 15,000; the first-class administrators and second-class residents, 7,000 and 15,000; the second-class administrators and first-class Vice-Residents, 6,000 and 13,000; the third-class administrators and second-class Vice-Residents, 5,000 and 10,000; other administrators, 3,000 and 7,000; first-class clerks and chanceliers, 3,000 and 7,000; second-class dittos, 3,000 and 6,000; 2,000 and 5,000; and 2,000 and 4,000.

THE case of the twenty-three boarding-house runners who were fined a day or two ago $20 each for boarding the steamer *Wingsang* without the permission of the Captain and after the Health Officer had examined the passengers and passed the ship, was re-opened this morning by Mr. Sercombe-Smith on the assumption that—as alleged by the defendants—they had admitted their culpability while not really culpable according to law. Mr. Dennys appeared for the defendants, ten of whom stood in the dock in the dress of convicts, just as they had come out of gaol. Evidence was given by P.C. Nevin and by a Chinese detective which went to prove that the men were given in charge by the captain for unlawfully boarding, but Mr. Dennys contended that the captain should have ordered them ashore before casting off his moorings; and it was no fault of theirs that they could not get ashore, further that no evidence had yet been produced to prove that the men were forbidden to go on board by the captain. After a somewhat heated argument between His Worship and the solicitor for the defence the case was adjourned from week to week pending the steamer's return to Hongkong.

A TELEGRAM from Hankow, dated May 27th, received in Shanghai, stated that all the tea freights to London had dropped to £1 per ton.

THE agent of the Messageries Maritimes Co. courteously informs us that the Company's steamship *Saghalien*, with the next French mail, left Saigon at 8 a.m. to-day for this port.

AN Emergency meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE *Li-kin*, Capt. H. Barnes, *Chuen-tiao*, Capt. Wyles, and *Kai-pan*, Capt. Hext,—three Chinese gunboats recently built at Newcastle on Tyne, arrived in harbour on Saturday afternoon.

"I MUST have order in this court-room," said His Worship sternly. "I must and will have less noise and confusion here. I have already disposed of three important cases without being able to hear a word of the evidence."

BESIDES the Public Health Ordinance, the following Ordinances have received Her Majesty's confirmation and allowance:—No. 1 of 1888—*An Ordinance for making compulsory the practice of infant vaccination in the Colony of Hongkong.* No 15 of 1888—*The Rating Ordinance, 1888.*

WE read that the Queen's Widows' Fund still continues to bob up at intervals in Melbourne with a dolorous sob and convulsive spasm. On its last public appearance the committee begged to observe in an apologetic tone of voice, that they really couldn't commence to relieve any widows until they had at least £10,000 in hand, and they were still considerably in the rear of that sum. Any widows of the Queen who want relief in the meantime will have to resort to the old remedies.

CHEMIST: "Well, my man, what can I do for you??" Peasant: "They are still alive, Herr Apothecary!" C.: "Who is still alive?" P: "The rats. The poison was no good!" C. (impatiently): "Nonsense! You can't have placed it properly; the way I told you. Did you spread it on *new baked* bread?" P.: "Yes!" C.: "With a wooden spoon?" P.: "Yes!" C. (out of temper): "And lay it in front of the holes?" P.: "Yes!" C.: "In a dry place?" P.: "Yes?" C.: "And the rats wouldn't eat it?" P.: "No!" C.: "Donnerwetter! Then your rats can't be the right sort!"

A MARINE COURT of Inquiry into the collision which occurred on the morning of the 22nd ulto. 12½ miles S. E. of Pulau Undan in the Straits of Malacca, between the steamers *Hebe*, of Liverpool, and the *Arratoon Apcar*, of Calcutta, commenced in the Senior Magistrate's Court at Singapore on the morning of the 28th ulto., Mr. Skinner, Acting Senior Magistrate, presiding, with the following as Nautical Assessors: Chas. Orr Madge of the steamship *Recorder*, Lieut. T. Roberts, H.M.S. *Orion*, and Capt. D. Swan, of the ship *Gulf of Venice*. At the request of Mr. Donaldson, who appeared for the Captain and officers of the *Hebe*, the enquiry was adjourned till 2 p.m. in the afternoon, particulars of which were shut out of the issue of the Singapore *Straits Times* to hand by the last steamer.

THE stretcher-bearing detachments of the Hongkong Volunteers were inspected on Saturday afternoon at Headquarters, by Deputy Surgeon-General Lewer, P.M.O. assisted by Dr. Yarr. As a prize was to be given to the most efficient detachment, the inspection assumed the character of a competitive examination. Surgeon Major Cantlie put the men through their preliminary drills, after which a test field operation was gone through; four mock-wounded men were placed on the ground, and a detachment told off to each of them. After bandaging the men according to the requirements of their respective cases, which were detailed on a ticket pinned to their breasts, they were carried on stretchers into hospital, where their bandages were examined. The inspection being concluded, the men were drawn up in double line, and Dr. Lewer addressed them a few encouraging words. Major Tripp in thanking him on behalf of the Volunteers said that the corps owed a debt of gratitude to Dr. Cantlie for the trouble he had taken in training the detachments. No. 1, the winning detachment, composed of Gunners Lammert, Dalby, Hope and Rivers, then came forward, and Mrs. Cantlie handed to each of them a prize in the shape of a silver pencil. Cheers were then given for Mrs. Cantlie, Dr. Lewer and Dr. Cantlie, and the assemblage broke up.

THE dance-loving Parisian women have decreed, in that mysterious conclave from which emanate the fashions ruling the civilized world, that as there is nothing more delightfully irresponsible to wear in a crush than short skirts, and nothing more damping to high spirits than the care of a train on such occasions, curtailed petticoats are to be worn. The *grandes dames*, however, who are above fashion, are making a stand against this invasion of short skirts in the domain of gala gatherings, and refuse to lay aside the straight and amply-flowing train, the majestic grace of which can be supplied by no other fashion. The train reminds these Frenchwomen of the courtly days of yore. The elegant manners, the distinction of costume, at once splendid and coquettish, which belonged then by right to high-born ladies, are all still suggested by these flowing draperies, which are part of the traditional costume of a feminine aristocracy. A royal princess or other great lady would appear shorn of half her state were she to wear a short dress at a courtly pageant. Marie Antoinette, playing the part of milkmaid in the garden of Trianon by assuming a peasant's dress, aimed, it may be, an unconscious blow at majesty. Another kingdom—that of the stage—has also undergone the invasion of short skirts. Our artistes, knowing how much grace and elegance they would lose by laying aside their sweeping draperies, and knowing, on the other hand, how hampered they are by long trains, have effected a compromise by adopting the demi-train for theatrical costumes.

H.M.S. *Porpoise* came out of dry dock to-day and took up her former moorings opposite the Murray Pier.

SAIGON papers notify M. Laurans' withdrawal from the election canvassing campaign which was to be closed by a final ballot on the 27th ulto. Two candidates remained on the field—Messrs. Carabelli and Ternisien.

ABOUT noon to-day a Chinaman employed in the repairs to the Hongkong Club fell from the scaffolding and sustained severe injuries. He was picked up unconscious and conveyed to the Hospital where it was found his leg was badly broken, together with other bodily hurts and bruises.

"NEVER marry a man of genius; don't be his brother-in-law, or his publisher, or his editor, or any thing that is his." Such is the humorously broad conclusion which Leslie Stephen draws from a survey of the career of Coleridge, on whom he has just been delivering a lecture at the Royal Institution.

ADMIRAL HORNBY'S remark in the City *re* the British cruisers, to which we made some allusion the other day, appears in the *N. C. Daily News* as follows:—"Admiral Hornby, speaking at a crowded meeting in the City, said that there was not a quarter of the minimum number of cruisers required to protect the mercantile marine."

FROM home papers we observe that a bill has just been brought before the Finnish Landtdag allowing women who had passed their student degree—corresponding to the English B.A.—to continue their studies in the University at Helsingfors. The Finnish Landtdag has four Houses—1, the Peasants; 2, the Merchants; 3, the Priests; 4, the Noblemen. The bill passed the Second and Fourth Chambers, but was thrown out by the Peasants and Priests. It is stated that much dissatisfaction is felt with this result.

FOLLOWING the example of the Hongkong Rifle Association the Garrison Shooting Club has commenced weekly competitions under somewhat similar conditions. A prize value $3 will be shot for every Saturday, seven rounds at 200 yards with the regulation rifle and under Wimbledon rules, winners to be penalised 3 points. The opening competition took place on Saturday, when Sergt Ferrier R.E., and Staff-Sergt. Adams tied at 31, Sergt. Attoe, R.E., and Garrison Sergt.-Major Meredith being closed up with 30 each. These competitions promise to prove very interesting, and we shall expect to hear of some good scores being made.

THE following gentlemen have been appointed by His Excellency the Governor to the Sanitary Board, under Section 6 of the *Public Health Ordinance*, 1887:—Dr. Philip Burnard Chenery Ayres, Colonial Surgeon, to be President; Hon. Walter Meredith Deane, to be Vice-President; and William Edward Crow, Esq., to be Acting Secretary. Under Section 9 of the same Ordinance, the following further appointments are gazetted:—William Edward Crow, Esq., to be Acting Sanitary Superintendent, Francis Alfred Cooper, Esq., to be Sanitary Surveyor; Messrs. Joseph Robert Germain, to be Senior Inspector of Nuisances, Joseph Robert Grimble and James Joseph Clerihew, to be Inspectors of Nuisances.

BY a Proclamation printed in the last number of the Government *Gazette*, we are informed that Her Majesty has allowed and confirmed the *Public Health Ordinance, 1887*, and that the same has been enforced since the 31st ulto. In connection with the above, the following despatch from the Secretary of State for the Colonies has also been published for general information:—

DOWNING STREET,
9th April, 1888.

SIR,—I have the honour to convey to you Her Majesty's gracious confirmation and allowance of the Ordinance No. 24 of 1887 of the Legislature of Hongkong, entitled *An Ordinance for amending the Laws relating to Public Health in the Colony of Hongkong*, a transcript of which accompanied General Cameron's despatch No. 331 of the 27th of September last. I have already informed you of the confirmation of this Ordinance by my telegram of the 26th instant.

2. I request you to inform the Petitioners against this Ordinance, whose Memorial was transmitted with your despatch No. 9 of the 11th of January last, that I have carefully considered their Memorial, but that I do not think that there is any reason to fear that the Ordinance, which I consider to be necessary for the preservation of the health of the inhabitants of Hongkong, will lead to any of the evils which they anticipate.

3. I transmit to you, for your consideration, copies of correspondence with the Local Government Board, as noted in the margin and have to express my regret for the delay in sanctioning the Ordinance, which was owing to the fact that I have only just received the observations of that Department upon it.

4. I will only add that I rely upon you to enforce the provisions of this important measure with discretion and forbearance, so as to avoid as far as possible any conflict with those who are inclined to view its operation with some alarm and anxiety.

I have the honour to be, Sir,
Your most obedient, humble Servant,
KNUTSFORD.

Governor Sir G. W. Des Vœux, K.C.M.G., &c., &c., &c.,

THE admirers of an irredeemable paper currency can now have an opportunity of studying its effects in national finances, as the Russian paper rouble continues to retrograde in value so as to affect seriously all monetary transactions throughout the empire. These depreciated rouble notes, which are now lower than they have been for years past, increase the difficulties incurred in floating a Russian loan on a foreign market, and this may be an important factor in the preservation of peace on the Continent of Europe. Referring to some recent utterances of the *Novosti* and the *Grashdanin* upon this state of the finances, the Berlin *Post* remarks that people in Germany clearly perceive that the depreciation of the rouble is connected with Russian internal affairs, with the excessive burden of taxation, and with a prodigal administration of the public funds. The language of the St. Petersburg press, it continues, is calculated to create further distrust, for when the German capitalist is threatened with war and State bankruptcy, the desire to invest in Russian securities departs from him all the more decidedly. Such statements as these of the Russian newspapers are due either to utter want of common sense or to malice. There is in Russia a press which labors systematically for a violent revolution, and the destruction of Russian credit seems to such journals a means of gaining their end. They take pains therefore to undermine Russian finance still further in the opinion of Europe by threats of war and bankruptcy.

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon, when there were present:—His Excellency the Governor (Sir William Des Vœux), Dr. F. Stewart, Colonial Secretary, Mr. J. Russell, Acting Chief Justice, Mr. E. L. O'Malley, Attorney-General, Mr. A. Lister, Colonial Treasurer, Mr. J. M. Price, Surveyor General, Captain W. M. Deane, Superintendent of Police, Messrs. P. Ryrie, B. Layton, C. P. Chater, J. Bell-Irving, and Wong Shing, (unofficial members.)

Mr. B. Layton having been sworn of the Council, the minutes of the last meeting were read by the Secretary.

THE VICTORIA COLLEGE.

When the question asked by Mr. A. P. MacEwen re pecting the delay in the completion of the Victoria College was reached.

His Excellency, interrupting, said that before that matter was passed he desired, in the absence of Mr. McEwen, to answer that question, it being one of some public interest. The delay was due partly to a mistake as to time, which appeared to him to be an excusable one in connection with a work of such magnitude, involving a cost of $200,000, and partly to the loss in the Red Sea of the roof ordered for the main structure, which delayed the work some time, pending the arrival of a new one, and the commencement of the work on the main building.

FINANCE.

The following votes, recommended by H.E. the Governor, were referred to the Finance Committee:—$400 for the building of two rooms at the Magistracy for the reception of scales, weights, measures, &c., the room at present used for the purpose, at the Market, being about to be pulled down; $100 for telegraphic communication between the Gap and Government House; and $881.41 compensation to Mr. Edmund Sharp for deficiency in the area of a Government lot purchased by him.

On the motion of the Colonial Secretary the vote of $2,595, bonus to be distributed amongst the members of the Fire Brigade, was passed $770 was also voted for the remaining half-year for the Post Office.

A NEW LUNATIC ASYLUM.

His Excellency said: With reference to a subject brought forward at the last meeting I think it well to say, after giving the matter my careful consideration, I have come to the conclusion that the facts are such as not only justify but require me to bring before the Council a scheme for a new Lunatic Asylum, in which Chinese as well as others who are in that unhappy condition can be accommodated. A scheme for the purpose is now being prepared; when it is settled I shall bring it before the Council. It is a scheme by which I hope to relieve the Tung Wa Hospital in future of the charge of lunatics—that is if the Council approve of it. Of course, in connection with this, we shall require a very stringent measure to guard the colony against a very probable influx of large numbers of lunatics, sent here from the mainland. I trust, however, that one can be devised, so that we shall be secured against keeping any but our own.

THE FIRE BRIGADE.

The Colonial Secretary laid on the table the report of the Superintendent of the Fire Brigade for 1887.

FIRE INQUIRY ORDINANCE.

The Attorney-General, in moving the first reading of the Bill entitled The Fire Inquiry Ordinance, 1888, said the object of the Ordinance was to make provision for the holding of inquiries upon the occurrence of fires, or attempted fires, in the Colony. It was proposed that whenever a fire took place, or was attempted, that the Captain Superintendent of the police should as soon as possible take possession of the premises, make an examination, and thereupon report to the magistrate, and it would then rest with any parties who might consider that they had interests at stake,—insurance companies or others who were interested in the results of the fire,—to move the Magistrate to hold an inquiry. It was intended under the Bill that parties who so moved the Magistrate should lay an information upon oath, stating that they had suspicions, or causes of suspicion, as to the fire being an incendiary one, and they would be required to deposit certain sums to meet any costs that might be incurred in connection with the inquiry, which were more particularly specified in the Bill. That clause would of course operate to some extent as a check on the reckless institution of inquiries. The Magistrate would hold an inquiry, and pending the holding of that inquiry, and until its termination, provision was made for the placing the premises and the property concerned in the inquiry in the custody of a guardian, to be appointed by the Magistrate. It was provided that the inquiry held by the Magistrate would not operate to prevent subsequent proceedings against any persons causing the fire, notwithstanding that at the inquiry suspicion was not attached to anyone. It would not interfere with the ordinary course of justice, but would be supplementary to the means they now possessed.

The Bill passed its first reading.

THE CORONER'S ABOLITION ORDINANCE.

The Cocil resumed the discussion of this Ordinance in committee, and after a few unimportant alterations it passed its third reading.

The remainder of the proceedings were of a routine nature, and the Council shortly afterwards rose.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

PUNJOMS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I would recommend to the careful perusal of shareholders in the Punjom and Sunghie Dua Samantan Mining Co., Limited, Thackeray's "Sir Timothy Titmouse" or "The great Hoggarty Diamond," to see if they can find therein a simile of their own position.

The reading of this little book by shareholders in the Selangor Company, when that stock was quoted at 300 per cent. premium, saved many of them from being further misled, cheated, and ruined by interested parties, and it might have a like effect on holders of Punjoms.

Yours faithfully,
MINER.

P.S.—The Selangor Company has lately been wound up with the shares worth only 75 dollar cents—original value, Tls. 100.

Hongkong, June 4th, 1888.

A scare at the poll—In the Sandwich Islands the natives are excellent barbers, but know, or did know, nothing of wigs. An Englishman went into a Kanaka barber's shop to get shaved, and after the shave, the barber, as a matter of course, proceeded to shampoo the customer. The customer had dropped asleep in the chair, and did not notice the barber; and when the latter started with the shampoo, and the customer's wig came off in his hand, leaving a perfectly bald head, he thought he had pulled the man's scalp off, and with a howl of terror, fled; his assistants fled also, and stayed in the woods a week, not daring to take the responsibility of the awful deed.

NEWS BY THE AUSTRALIAN MAIL.

The Eastern and Australian Co.'s steamer *Catterthun*, Capt. J. W. B. Darke, from Sydney, *viâ* ports of call, arrived in harbour yesterday. For the subjoined telegrams we are indebted to our Colonial exchanges:—

LONDON, April 20th.

The additional capital of £1,000,000 required by the New Zealand Loan and Mercantile Agency Company has been fully subscribed.

The agrarian revolt in Roumania is subsiding. The peasant population committed terrible excesses. Frequent encounters took place with the troops.

The Roumanian press is demanding the expulsion of M. Hitrovo, the Russian Ambassador, from Bucharest.

Extra precautions have been taken by the police authorities to guard Mr. Balfour, Chief Secretary for Ireland, from acts of violence.

It is re orted that the Irish "Invincible" organisation has been revived.

Russia has officially intimated that she intends to permanently maintain a force of 300,000 men on the Austrian and German frontiers.

BRISBANE, April 23rd.

A serious gunpowder explosion occurred this evening on the Fortitude Valley railway line, now under construction. Four navvies, who constituted part of the night shift, were going down the shaft into the tunnel, when one dropped a lighted candle which exploded 25lb. of gunpowder and some dynamite detonators which had been left at the bottom of the shaft. The men were almost blown out of the shaft, and then fell to the bottom. They were promptly rescued and taken to the hospital. They were found to have been dreadfully injured, but hopes are entertained of their recovery.

LONDON, April 24th.

The instrument which has been drawn up for the purpose of creating British sovereignty in New Guinea will be submitted to the Queen for assent on the return of her Majesty from Berlin.

April 25th.

M. de Freycinet, the French Minister for War, announced in the Chamber of Deputies that it was the intention of the Government to introduce an Army Bill to enable France to place 1,000,000 men on the Franco-German frontier, and to retain 1,000,000 troops inland.

April 26th.

The revolt amongst the agrarian population in Roumania, which, according to last accounts, was subsiding, has been renewed. Eighty thousand peasants have broken out into rebellion, and are actively opposing the troops.

M. Bulow has replaced M. Hitrovo as Russian Minister at Bucharest.

April 30th.

It is reported that the tradesmen of Cork are boycotting Monsignor Persico, the Pope's emissary in Ireland.

May 1st.

The decree of the Pope forbidding priests to give absolution to members of the National League has caused immense excitement in Canada. The leading members of the Catholic clergy there declare that they will refuse absolution if the commands of the Pope are disobeyed.

May 2nd.

The documents containing the depositions connected with the late trial of Mr. William O'Brien, M.P., have been stolen from the Loughrea Police Court.

The *Admiral Nakhimoff*, the most powerful cruiser in the Russian navy, is to be despatched to the Pacific shortly.

May 3rd.

The select committee appointed to regulate the admission of strangers into the House of Commons advises that the Agents-General for British colonies should have the same privileges in this respect as the ambassadors of foreign Powers.

Intrigues on a large scale have been discovered in Macedonia. The existence of these plots has given rise to a feeling of irritation in Turkey.

May 4th.

Russian and French intrigue against Italy is causing some disquietude in Germany. The Berlin press comments upon the subject in a tone unfriendly to France and Russia.

The Panslavist party has regained the influence of the Czar of Russia.

News has been received from West Africa to the effect that the natives have massacred seven members of a German exploring expedition in the interior of the Cameroons country. Thirty members of the party were wounded.

May 5th.

It is reported that General Ernroth proceeds to Bulgaria on behalf of Russia with the view of reporting as to the wishes of the Bulgarian people.

Bodies of Russian troops are reported to be advancing upon the frontier of Asiatic Turkey.

Russian agents are trying hard to create trouble in Bosnia and Herzegovina.

Serious conflicts have taken place between the Monastic orders amongst Turks, Greeks, and Servians.

May 7th.

His Holiness the Pope has taken into consideration the representation of the Home Rule adherents in Ireland, who alleged that the Pope, in discountenancing boycotting and the "plan of campaign," was unaware of the exact facts as to the Nationalist movement.

The Pope has decided to enforce his decree.

In a speech at Kilmurry yesterday, Mr. John Dillon, M.P., for East Mayo, declared that it was monstrous that the Pope should interfere in politics. He advised the Nationalists to continue the "plan of campaign," and substitute combined boycotting instead of outrage.

It is reported that Prince Bismarck has remarked to Carl Schurz that he has no fears as to the maintenance of peace in the immediate future.

Mr. J. C. Condon, M.P. for East Tipperary, has been sentenced to 14 days' imprisonment for taking part in an unlawful assembly.

May 8th.

In reference to the movements of the French fleet in the East, M. Goblet, the French Minister for Marine, has explained that the fleet had been ordered to rendezvous at Yokohama for inspection and manœuvres.

May 8th.

The Turkish Government has resolved to construct an immense entrenched camp at Tchataldja near Constantinople.

Mr. Parnell delivered a speech at the Eighth Club last night upon the subject of the Papal decree. He said he was convinced that the Roman Catholics of Ireland would not allow anybody to influence them in their political duty. Similar attempts to fetter the Irish had repeatedly failed. He characterised the Papal decree as a disastrous fait, viewed in its religious aspect; but at the same time he considered that a scheme resembling trade unionism would be preferable to the "plan of campaign."

Mr. Parnell further said that neither his party in Parliament nor the League were connected with the "plan of campaign," and personally he had tried to limit the scope of the plan.

THE CHINESE QUESTION.

MELBOURNE, April 23rd.

The close of the 32nd year's work of the Eight Hour Anniversary Committee was celebrated to-night by a banquet which was attended by the President of the Council, the Chief Secretary, Postmaster-General, and a number of members of both Houses of Parliament. In responding to the toast of "the Parliament," Mr. Deakin

The Hongkong Telegraph.

No. 1944. MONDAY, JUNE 4, 1888. SIX DOLLARS PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .....£2,000,000.
PAID-UP CAPITAL 500,000

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER, Manager.
10] HONGKONG BRANCH.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....$7,500,000.
RESERVE FUND ..... 3,900,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000

COURT OF DIRECTORS:—
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. HOTTOMGEY, Esq. | S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. | J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. | L. POESNECKER, Esq.
B. LAYTON, Esq. | N. A. SIEBS, Esq.
Hon. A. P. MCEWEN. | E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Hongkong, 25th April, 1888. [8

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEKDAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.
Hongkong, 1st September, 1887. [9

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.
Hongkong, 25th August, 1885. [25

Notices of Firms.

NOTICE.

DURING my absence from the Colony Mr. GEO. FERGUSON will take charge of my Business.

ANDREW JOHNSTON.
Hongkong, 2nd June, 1888. [558

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot,

TO-MORROW,

the 5th day of June, 1888, at 3.30 P.M., are published for general information.

By Command,
FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 26th May, 1888. [548

Particulars and Conditions of the letting by Public Auction Sale, to be held on TUESDAY, the 5th day of June, 1888, at 3.30 P.M., by Order of His Excellency the Governor of Two Lots of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOTS.

PARTICULARS OF THE LOTS.

No. of Sale	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square ft.	Annual Rent.	Upset Price.
1	1,146	Inland Lots Peak Road above the Albany	120	120	295	95 47 100	26,112	120	5,120
2	1,147	" " " "	162	193		145	25,172	116	4,975

AUCTION SALE OF HORSES.

NOTICE is hereby given that on the 24th of June proximo there will be sold at LAC STREET, HANOI, TONKIN, (in front of the Pagoda), by Public Auction Sale, FIFTY-FIVE HORSES of ARABIAN BREED.

H. L. VERLEYE, Consul for France.
Consulat de France,
Hongkong, 28th May, 1888. [528

Consignees.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship "CHINGWO" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before NOON, on the 8th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 8th inst., will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

Bills of Lading will be countersigned by
ARNHOLD, KARBERG & Co., Agents.
Hongkong, 2nd June, 1888. [555

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "DENBIGHSHIRE," FROM HAMBURG, ANTWERP, LONDON, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 8th instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co., Agents.
Hongkong, 2nd June, 1888. [533

Intimations.

ROSE & CO.

HAVE RECEIVED AND ARE SHOWING A CHOICE ASSORTMENT OF

MATERIALS FOR LADIES AND CHILDREN'S SPRING AND SUMMER DRESSES,

IN NEW DESIGNS.

Also,

A LARGE STOCK OF LADIES AND CHILDREN'S STRAW HATS,

THE "SAILOR HAT" FOR LADIES, IN ALL KINDS OF STRAW & COLOUR.

ROSE & CO.,
37 & 39, QUEEN'S ROAD, HONGKONG.
Hongkong, 7th April, 1888 [40

KELLY & WALSH, LD.

HAVE RECEIVED A VERY FINE ASSORTMENT OF EXTRA SUPERIOR QUALITIES OF

MANILA CIGARS.

COMPRISING THE FOLLOWING CHOICE BRANDS:—

FLOR DE LA ISABELLA:—

REGIOS	in boxes of	25
ORIENTALES	"	50
REGALIA BRITANNICA	"	50
NON PLUS ULTRA	"	50
REGALIA IMPERIAL	"	50
LONDRES	"	50
REINA VICTORIA	"	50

LA MONTANEBA:—

PRINCESSA	"	50
FLOR DE PRENSADOS	"	50
CAPRICHOS	"	100

COMPANIA GENERAL:—

3a. HABANO	"	100
NUEVO HABANO	in boxes of	100 and 250
2a. CORTADO	in boxes of	100
1a. HABANO	"	100
LARGOS ESPECIALES	"	100

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 26th May 1888 [7

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TALL SILK HATS.
" Drab Felt Hats.
Black, Brown Drab and Grey Hard Felt Hats.
Terai and other Soft Felts.
Tweed Hats and Caps in New Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from $5 each, over 100 to choose from.
A large assortment of Walking Sticks.
Waterproof Coats, Leggings & Chair Aprons.
Travelling Rugs and Scotch Mauds.

Over Coatings, Light & Heavy.
Ulster Tweeds.
Fine Black Diagonal & Corkscrew for Dress Suits.
Black, Blue and Brown Fancy and Diagonal Coatings.
Fancy & Check Tweed Suitings.
Trouserings in great variety of Stripes, Checks and Plain.
Cricketing Flannel, Stripes, Checks and Plain.
White and Fancy Vestings.
French Printed Shirtings.
Unshrinkable Flannel.
Ready Made Ulsters in Stock.
Solid Leather Portmanteaus.

Overland Trunks, Gladstone Bags, and a variety of Travelling Cases, all sizes.
Winter, Medium and Summer Under Vests and Pants.
Silk Half-Hose, Black, Navy and Colors.
Lamb's Wool Merino and Lisle Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side Walking Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.
Hongkong, 22nd February, 1888 [91

LANE, CRAWFORD & CO.

PIANOS.

BY BROADWOOD, COLLARD, BECHSTEIN, CHAPPEL, CRAMER, HAAKE, &c.

FROM $275

PIANOS FOR HIRE, PIANOS TUNED.

INSTRUMENTS BY THE RECOGNISED BEST MAKERS ONLY, KEPT IN STOCK.

Hongkong, 25th May, 1888. [29

W. BREWER

HAS JUST RECEIVED.

DOG COLLARS. Leather Dog Leaders.
Rug Straps. Riding Whips.
Patent Book Files. Spike Files.
Office Ink Stands. Stamp Dampers.
Ever Ready Stamping Pads.
Fine quality Solid Soled Tennis Shoes.
Very fine collection of New Chromos in English Frames.
Academy Pictures Copies.
Sacred Statuary consisting, of Sacred Hearts, Cribs, St. Augustine, St. Francis, Lady of Lourdes, &c.

Photo Frames. Double Photo Cases.
Webster's Unabridged Dictionary & Russia.
Set Dicken's Works in Case.
Old Bamboo Hewers—Story by Dickens.
Travels in Manchuria, by James.
Pitman's Shorthand Books.
Quantity of New French Books.
New Volume Marine Engineer.
Large quantity New Summer Reading.
Tin Oil Colour Boxes
Moist Water Colour Boxes.

W. BREWER,
UNDER HONGKONG HOTEL.
Hongkong, 31st May 1888 [100

PIANOS! PIANOS! PIANOS!

HEUERMANN, HERBST & CO.,

SOLE AGENTS FOR THE

TRANSPOSING SCREW TUNED PIANOS.

WITH Mechanism for transposing for the accompaniment of singing or other instruments, being specially built for damp and hot climates by the celebrated works of

WILLIAM SCHÖNLEIN, "*BERLIN.*"

We invite the public before making any rash purchase to come and try these first class Pianos.

HEUERMANN, HERBST & CO., Sole Agents.
Hongkong, 18th May, 1888. [27

Shipping.

STEAMERS.

STEAM TO STRAITS, COLOMBO AND BOMBAY, connecting at COLOMBO with the Company's Steamer "BENGAL" for LONDON & INTERMEDIATE PORTS.

THE P. & O. S. N. Co.'s Steamship "THIBET" will leave for the above places on SATURDAY, the 9th instant, at NOON.

For Freight or Passage, apply to
E. L. WOODIN, Superintendent.
Hongkong, 2nd June, 1888. [556

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.
(Calling at PORT DARWIN and taking through Cargo to QUEENSLAND PORTS, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "CATTERTHUN," Captain Darke, will be despatched for the above Ports, on SATURDAY, the 9th June.

For Freight or Passage, apply to
RUSSELL & Co., Agents.
Hongkong, 29th May, 1888 [541

FOR SANDAKAN AND KUDAT.

THE Steamship "DAFILA," Captain C. Nielsen, will be despatched as above, on FRIDAY, the 15th June, at 4 O'CLOCK P.M.

For Freight or Passage, apply to
AH YON & Co.
Hongkong, 28th May, 1888. [535

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT, and ADRIATIC PORTS).

THE Company's Steamship "MELPOMENE," Captain A. Malusa, will be despatched as above on TUESDAY, the 12th of June, at NOON.

For further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH, Agent.
Hongkong, 1st June, 1888. [549

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. American Ship "C. C. CHAPMAN," Hichborn, Master, shortly expected, will load here for the above Port, and will have a quick despatch.

For Freight, apply to
PUSTAU & Co.
Hongkong, 1st June, 1888. [550

FOR NEW YORK.

THE 3/3 L. I. I. American Ship "WANDERING JEW," Nichols, Master, shortly expected, will load here for the above Ports, and will have a quick despatch.

For Freight, apply to
PUSTAU & Co.
Hongkong, 1st June, 1888. [551

Mails.

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship "PARTHIA," 3,167 Tons Register, Wallace, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, *via* KOBE, and YOKOHAMA, on TUESDAY, the 12th June, at THREE P.M.

To be followed by the S.S. "ABERDEEN" on the 21st June, and S. S. "ABYSSINIA" on the 12th July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria...(Mex.)$160.00
To San Francisco..... 175.00
To all Common Points in Canada and the United States 200.00
To Liverpool 300.00
To London..... 305.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 11th June.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For Information as to Passage or Freight, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 1st June, 1888. [36

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 6th day of June, 1888, at 4 P.M., the Company's Steamship "NECKAR," Captain H. Supmer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 5th June, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office). Contents and Value of Packages are required.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 14th May 1888. [4

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship "CITY OF NEW YORK" will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 9th June, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, 19th May, 1888. [1

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "BELGIC" will be despatched for San Francisco, *viâ* Yokohama, on WEDNESDAY, the 20th June, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*), within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, 30th May, 1888. [1